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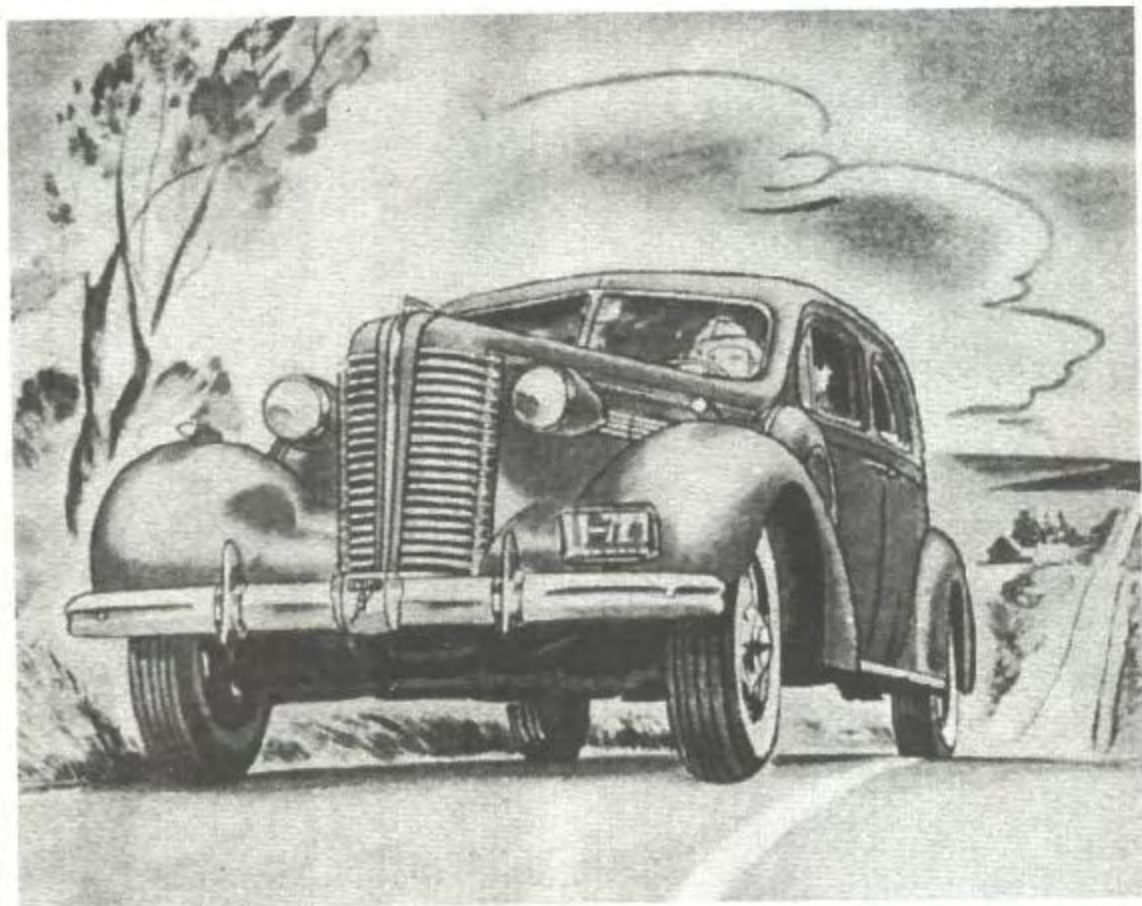
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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVI • NUMBER 1 • SEPTEMBER/OCTOBER 1997

BUICK
1937  1938

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THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

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THE 9th CYLINDER

By HARRY LOGAN #651 - Editor

This is the first issue in our 1997-1998 publishing year. We ended our 1996-1997 year August 31 with a total of 558 paying members, an all time high! Thanks to all our members for making the Club such a success.

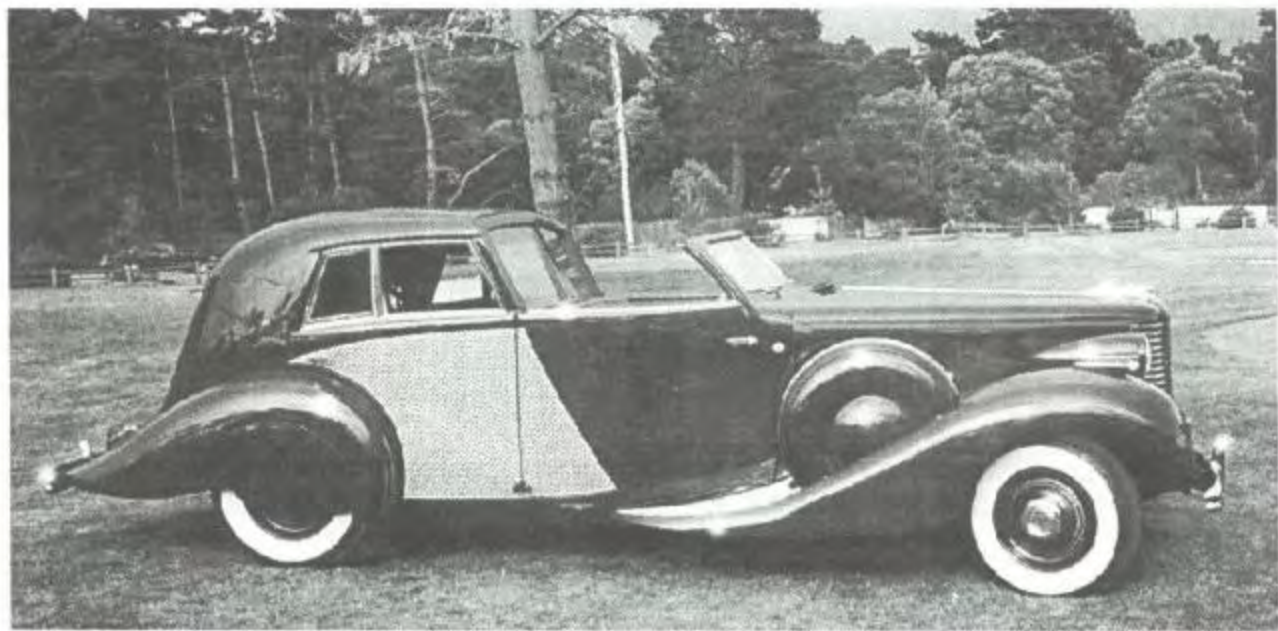
Incidentally, the Club's (my) telephone area code has changed from (415) to (650). So to reach me you would now dial: (650) 941-4587.

Charles Jekofsky (#524) in Washington, DC participated in a local 4th of July parade. He got to chauffeur Congressman Albert Wynn of MD. Charles has an external speaker hidden under the right front fender and hooked up to a tape recorder. He played Glenn Miller music. The Congressman said he really enjoyed himself and would tell his friends about his ride in a '38 Buick.

This photo below shows a 1938 Roadmaster with a custom body by Fernandez and Darrin of Paris, France. The photo was taken in August at the Pebble Beach Concourse d'Elegance in Monterey, CA. The car made its debut at the 1938 Paris Automobile Show.

I saw it at the 1995 Buick National Meet in Chicago. At that time it belonged to Ray Warshawski, the owner of the J.C. Whitney Co. Ray died recently and many of his antique cars were sold. The car now belongs to the Blackhawk Collection located in the San Francisco Bay Area.

New member **Rod Lorente** (#1298) writes: "I don't currently own one of these cars, but I would like to restore a 1938 Century coupe if I can find one in restorable condition. I currently own a 1958



FOUNDED IN 1980 BY DAVE LEWIS



Buick Century, and it is almost restored. I just have to finish the dash and detail the engine compartment. By the way, I enjoy visiting your club's web site."

This photo, of a black 1937 4-Door Trunk Back Sedan Model 41



(top), belongs to new member **Kevin Mc Dermott** (#1299) in Glastonbury, CT. Kevin bought it recently. According to one of its previous owners, it was once owned by Art Garfunkle of Simon and Garfunkle fame. Buick made over 82,000 Model 41's and we have nearly 100 in the Club. The only model owned by more members, in our Club, is the 1938 Model 41 with 128 cars.

Another new member, **Michael Dragan** (#1272) of Union Lake, Michigan owns this modified '37-41. Before restoration, it was a rust free car from



Roanoke, Virginia. The car was completely disassembled and taken down to bare metal. All the doors, fenders and hood were painted separately.

New glass and upholstery was installed, all the rubber was replaced, bumpers were rechromed and all stainless was buffed out. All mechanicals were replaced or rebuilt as needed. Wire wheels and radial tires were added. The wheel centers were drilled out to fit the original hubs. The car has its original drive train and suspension. The headlights were converted to sealed beam. The car is solid and runs and drives like new!

Seems like all our new members have '37's. This light gray '37 Special Coupe belongs to **Dan Hensley** (#1295) in Chattanooga, TN. When he was a boy his uncle had a '37 Special

≡TORQUE TUBE≡

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coupe. Dan thought it was the best car on the road. But his uncle sold the car without realizing how much Dan admired it. Now at the age of 48 he has almost the same car.

Dan found his car in an ad in Hemmings. The car was located in Milwaukee, Wisconsin. He took a week off from work to get the car and drive it home. Dan says it needs some work but has good potential.

The cover of the **July/August 1996 Torque Tube** shows **Jose Pardo's** (#558) 1937 Roadmaster and AT-6 Texan Trainer W.W.II airplane. Jose lives in Cali, Colombia. He and some friends recently purchased a narrow-gauge steam locomotive! (Jose owns 30%). He reports it is in good working order. Jose also keeps a 1937 Special 4-Door Slant Back Sedan Model 47 in Miami, Florida to use when he visits the USA.

The September 18th issue of **Old Cars Weekly** featured military vehicles. They used an article called "**Buick Meets the Opposition**" from our **May/June Torque Tube**, giving credit to our Club. The story was about the visit of the local Buick Club to the tank and armored car collection of Jacques Littlefield. He is reported to have the largest collection of military vehicles in the United States. One of our members is having his



engine dismantled for the third time because of bad after-market valve lifters. He had new valve lifters installed when his engine was rebuilt. It made a lot of noise and damaged his cam shaft. So he bought lifters from a different vendor.

Same problem. He had the lifters analyzed by a laboratory. They found there was very little hardening compared to the originals. So now he will use his original lifters. (ED: On my engine rebuild, I used the original lifters. I had them re-surfaced first as shown in the photo. So far I have had no problems).

Jim Rider (#903) in Troy, MI writes: "Enjoying the **Torque Tube** and looking forward to each issue. My '38 Century

Sedan is my fifth pre-war Buick. I have traveled coast to coast with most of them. Keep up the good work." Thanks Jim.

Butch Leonard (#1257) in Bend, OR sent this photo, below, of his two 1938 Buicks. The modified 38-46S Sport Coupe has disc brakes, power steering and is powered by a 425 nail-head engine. The 38-66C Century Convertible has 6 carburetors (6-97's) and dual exhausts.



The July, 1997 issue of **The Buick Bugle** had a question from Mr. Robert Herman in Penfield, NY about 1938 Buick Steering wheels. He writes: "Perhaps somebody out there can help

solve a mystery about the 1938 Buicks. George H. Damman in his 'Seventy Years of Buick' stated that the steering wheel rims were now maroon plastic. This information appears under an illustration which clearly shows a dark steering wheel rim. I have only seen 1938 Buicks with ivory steering wheels."

"The book 'The Buick-A Complete History' shows light or ivory steering wheel rims in those illustrations which show the steering wheel rim clearly. They make no mention of maroon steering wheel rims for 1938, but clearly do so about the 1939 models. Can someone solve this mystery?"

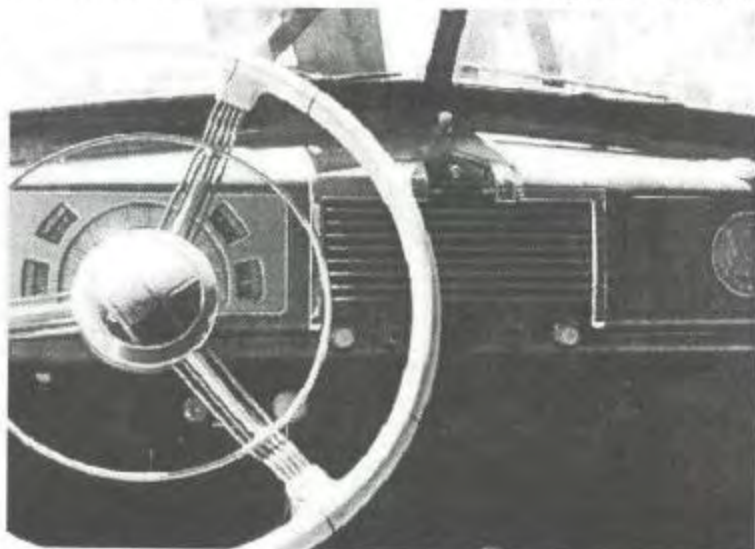
Yes! 1938 Specials had ivory banjo wheels like this unrestored 38-41 belonging to Ray and Cecilia Stampley (#1156). A few Specials had the 3 spoke brown hard rubber wheel.

All Big Series cars (Century, Roadmaster and Limited) had the mahogany or dark wheel. The few original ones I have seen have all been cracked. (Notice the dark wheel on the 1945 photo of a '38 Century on the bottom of page 13). Most Big Series owners have had their wheels restored. Most prefer ivory as they believe it looks nicer and also matches the ivory gear shift knob, map light cover and glove box lock bezel.

Here's what an original 37/38 Buick coil (left) looks like compared to a modern replacement. The original coil has Delco-Remy molded into the top plastic, a brass ring around the top and

non-removable brackets. Aftermarket coils have none of these.

Last June, Von Hardesty (#964) and Karl and Dorothy Anderson (#47) drove in their



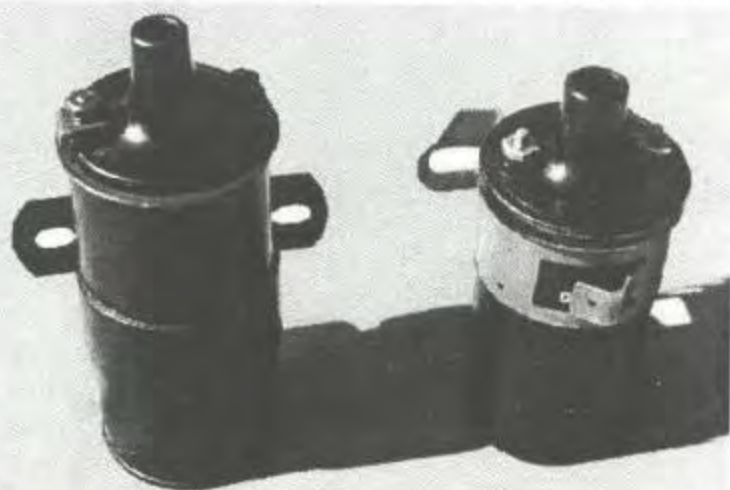
1937 convertibles from Virginia to Ohio. The Anderson's were on their way to our '37-'38 Eastern Meet in Michigan and Von was visiting family in Columbus, Ohio. Von says that truck drivers found two 1937 Buick convertibles on the road at the same time

to be something of a novelty. Karl had a CB, so he monitored the CB traffic as they drove west.

Karl had some engine problems at the Meet. Afterwards, he drove to his nephews in

Grand Ledge, MI and worked on the car. He had to replace the engine bearings. After a 4 day delay, he and Dorothy arrived back home in Virginia safe and sound with a very quiet running engine.

And we've just had word that the basic structure of



the 1998 Eastern Meet & Tour is now in place. It will be held in and around historic Roscoe Village in Coshocton, Ohio (65 miles northeast of Columbus) June 4-6, 1998. Roscoe Village is a replica of an Ohio "canal town" on the Ohio & Erie Canal of the 1830's. Excellent accommodations at the Roscoe Village Inn (3 stars in the Mobil Guide). Tour will visit steam powered Ohio Central Railroad and Ohio's "Amish Country."

Harvey

Cover Cars

These period drawing of a blue sidemounted Buick 4-Door Sedan are from a 1938 issue of The Buick Magazine. These magazines were mailed by local dealers to potential customers. It's interesting to note that the illustrator placed the License Plate on the wrong side of the car for the drawing on the back of the of the cover. I guess that's what you call "Artistic License." (pun intended)

Western CLUB TOUR

MT. HOOD, OREGON SEPTEMBER 19-21, 1997

By Harry Logan (#651)-Los Altos, CA

My wife Margo and I left the San Francisco Bay Area on a Tuesday in our '38 Century Coupe with **Bob and Carol Hamro** (#775) in their '57 Roadmaster. Near Sacramento, we joined up with **Cecil and Shirley Don** (#637) in their '38 Century Sedan and **Carl and Judy Dahl** (#868) in their '64 Riviera.

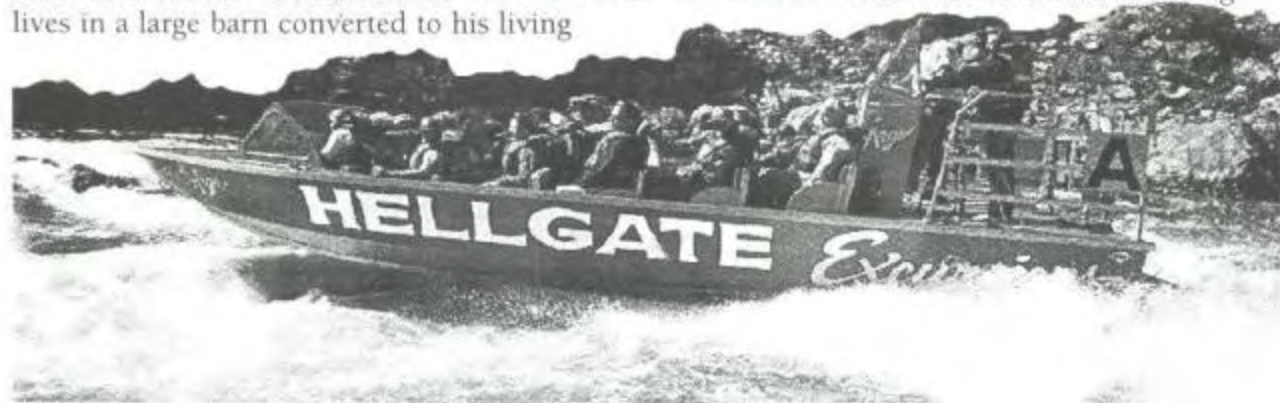
We spent Tuesday night in Redding, CA. **Lars Gulliksrud's** (#1013 Oslo, Norway), parents lived there in 1946 at 1054 Butte St. I had planned to photograph the house for Lars, but alas, it is no more. The whole area has been changed from residential to commercial. A large shopping center has replaced most of the old homes. 1054 Butte St. is now a medical center. Sorry, Lars.

Then while getting gas in the town of Yreka, CA., Bob Hamro met a rancher who owned some antique cars. He invited us to his ranch. He lives in a large barn converted to his living

quarters. Deer and Buffalo heads adorn the walls along with Indian blankets. And what a beautiful view he has of the mountains and trees from his windows.

He showed us his car collection which included a 1938 Chevrolet Coupe (*my first car*), 1938 Plymouth, 1939 Chevrolet sedan etc. He also has a black 1937 Roadmaster Sedan that he purchased 25 years ago from an estate in New York. He drove it to California. It still has its original upholstery and dashboard. The engine has its original paint and decal.

Then we drove into Oregon and spent Wednesday night at the Riverside Inn in Grants Pass. The Inn is located on the banks of the Rogue River. From the Inn we took a jetboat ride 14 miles down river to Hellgate Canyon where we had supper at a restaurant on the river bank. What a beautiful setting.



While eating under a canopy, over a dozen deer came over to beg for food. They seemed pretty tame, so I think they're used to humans as they probably do this every evening.

We reached our destination of Salem, Oregon Thursday evening. Doug and Kay Nelson, our tour hosts, live there. They took us to supper at Rockin' Rogers, a '50's style diner. Then Friday morning we drove to the the Nelson's home on the outskirts of Salem.

We toured his showroom (top photo) where he keeps his restored cars including a 1938 Chevrolet Convertible Coupe, 1933 Plymouth Coupe and his 1938 Century Coupe. There is also a display of old signs, literature etc. Doug has several garages filled with unrestored cars and his workshop. He also works on cars in the large basement of his home.

This old garage (middle) once belonged to Doug's (with baseball cap) parents. When he learned that it was to be demolished, he had it moved to his property.

Butch Leonard (#1257) drove his '38 Century Convertible over from Bend, OR. Here we see some members examining his engine. (above)

Before leaving Salem, we parked our cars in front of the State Capitol Building, built in 1938.



(top of page 7) Then we headed for Troutdale to spend the night before going up to Mt. Hood.

Some members spent Friday night at the Edgefield Inn in Troutdale. It was built in 1911 as what was then called a Poor Farm. During the Depression, over 700 people lived and worked there. It once had over 300 acres, but now modern homes have been built on much of the land. It's now about 25 acres and features a brewery, winery, fine dining, three pubs, movie theater, artisans, gardens and special events. (illustration on page 7)



along the Columbia River up to Crown Point. (middle of page 7) In 1915, a stone tower was built

there to celebrate the completion of the highway. This photo of the Columbia River and our Buicks was taken from the top of the tower.

We crossed over the Columbia River into the state of Washington. While trying to do three things at the



same time (paying the bridge toll, answering a CB call and steering the car), I managed to scrape the toll booth with my left front fender. It made

a big noise and put a scratch in my fender.

By late Saturday afternoon we reached the Timberline Lodge at the 6,000 foot level of Mt. Hood. What a climb, but taken in stride by our Buicks. The lodge was built using native stone, wrought iron and heavy hand-hewn beams of Douglas Fir. A giant central fireplace and chimney, built with 400 tons of stone, is 92 feet (28 meters) high and dominates the three levels of the Lodge. On the top of this chimney stands a brass weathervane which weighs 750 pounds (340 kg). President Franklin Roosevelt dedicated this beautiful building on September 28, 1937, almost exactly 60 years before our visit.

Long time member **Jack Shepherd (#138)**

(top of page 8) drove down from Canada in his beautifully restored Samarra Beige 1937 Century Convertible Sedan Model 60C.

Sunday morning we said our good-byes and headed for home. Some of us drove to Sisters, a small town full of antique stores.

We spent several hours there, then headed south to Bend where Butch Leonard lives.

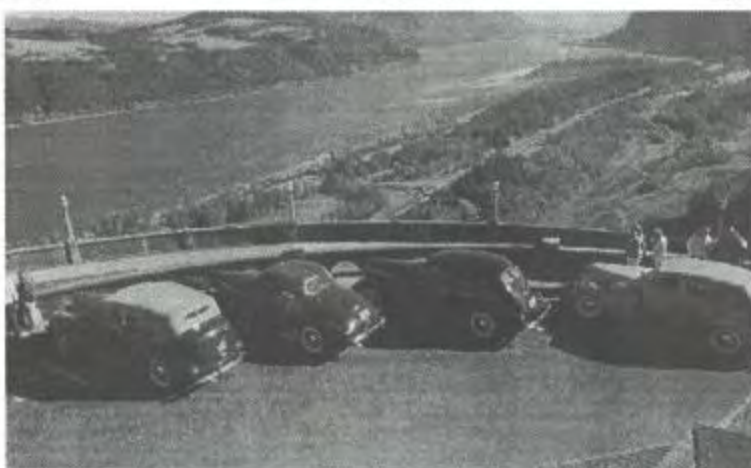
He took us to see an antique car collection. The most interesting car there for me was this Raphael Green (light green) 1938 Century Convertible Sedan (bottom of page 8) with green leather interior. It was a beauty!

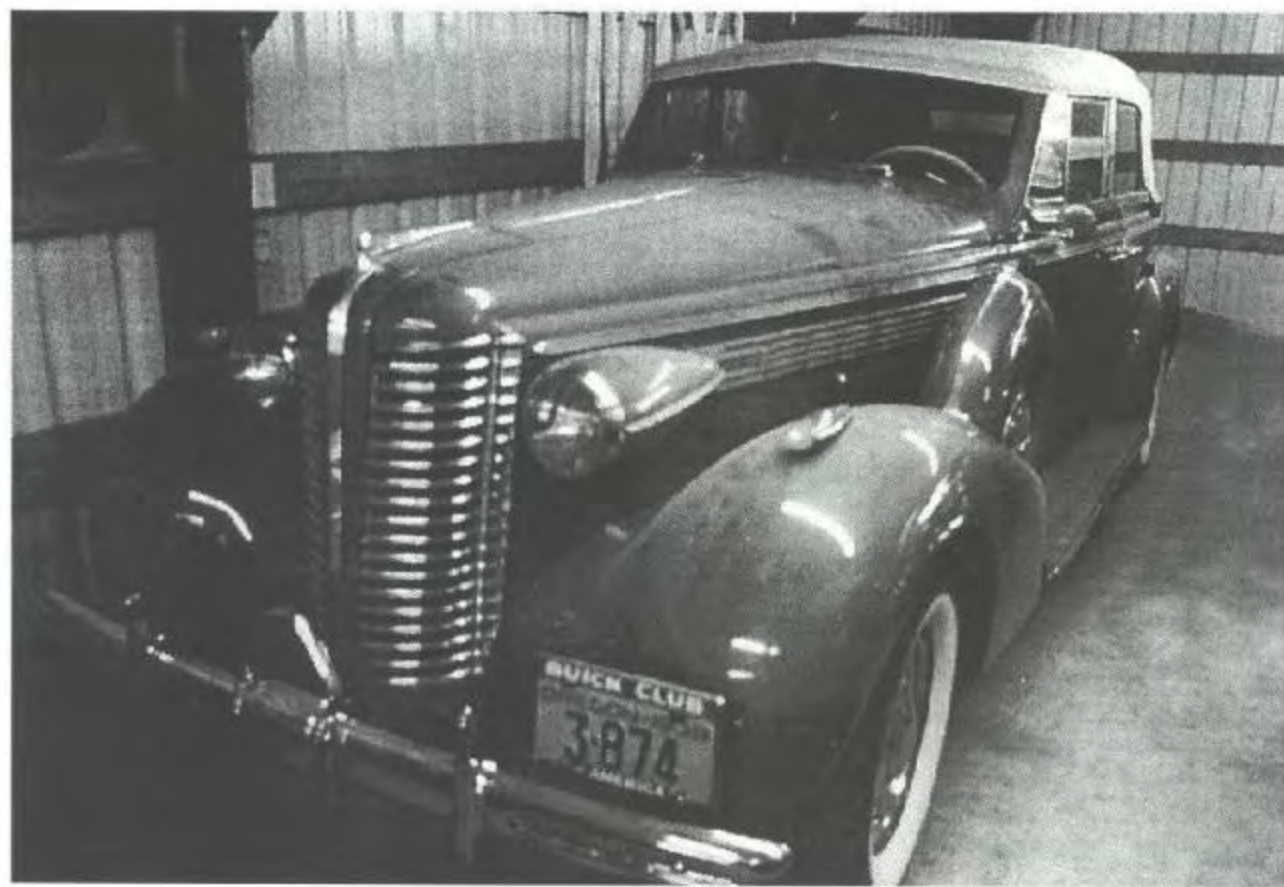
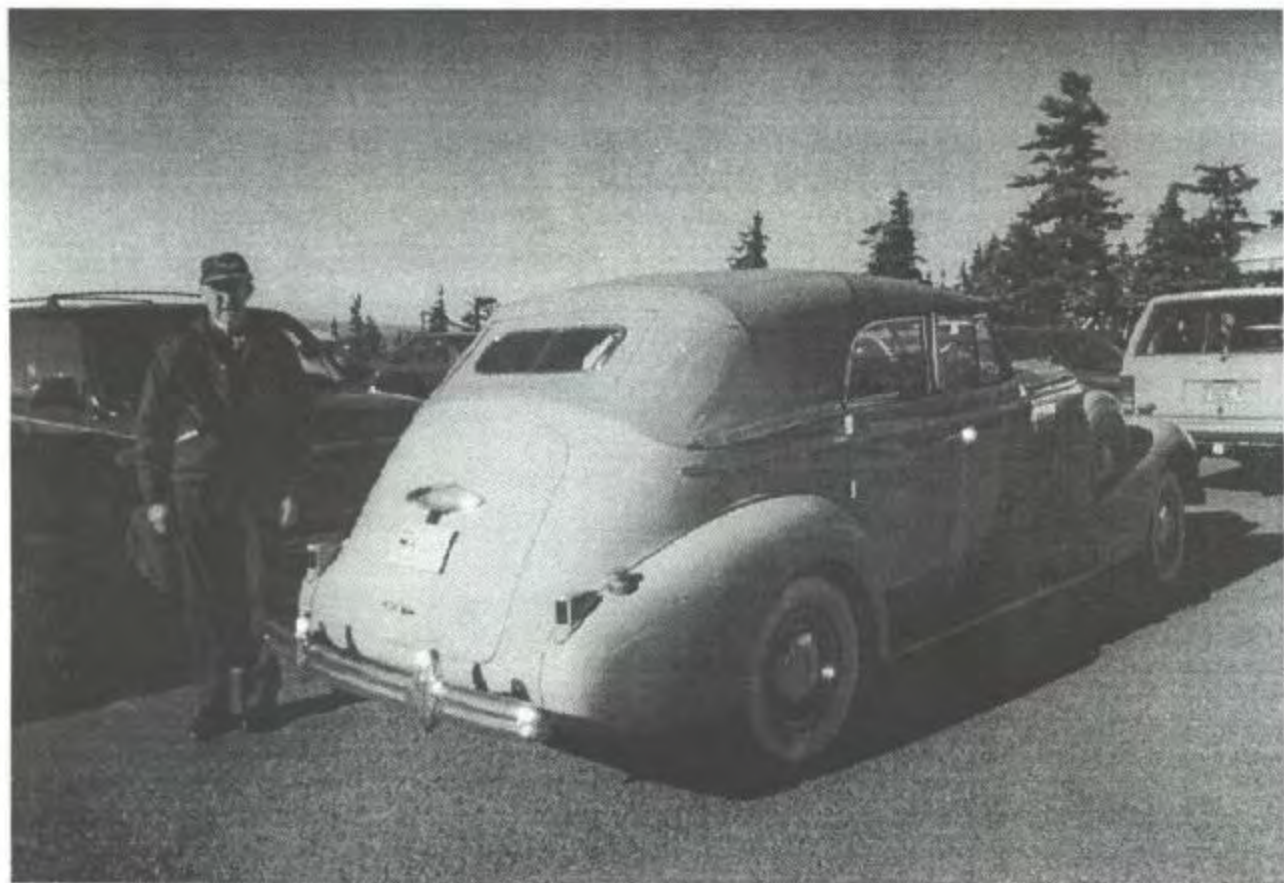
After a stop to see Butch's shop in downtown Bend, (top of page 9) we headed home.

We had a small turnout, only five 37/38 Buicks (bottom of page 7) plus a '57 Roadmaster and '64 Riviera and some modern cars. But that had no

effect on the enjoyment of this tour. It was wonderful. We had a good time and saw many interesting sights. I drove 1,800 miles (2900 km)

and only had one problem (windshield wipers). Not bad for a 60 year old car.







Another Rare 1938 Semi-Automatic Convertible

By Harry Logan (#651)-Los Altos, CA

The last issue featured an article on **Ed Camille's** (#797) semi-automatic transmission Special convertible coupe Model 46C. Now here's the story of another one. These must surely be the only two in existence!

This black 1938 Special convertible coupe was sold new with the semi-automatic transmission and sidemounts. It also has a radio, de-luxe

Then the car passed to his brother (**Gary's father**). He modified the car by replacing the semi-automatic transmission with a standard floor shifter and the original sidemounts were removed and the fender wells filled in. He drove the car to Texas to marry Gary's mother in the late 1940's. Then both returned to California in the car.

Gary inherited it about 15 years ago. The car

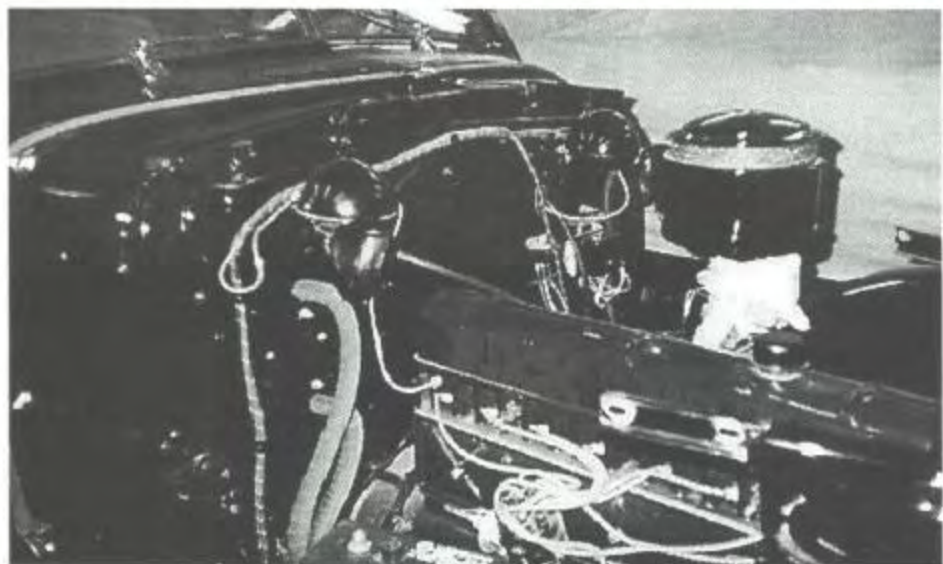


heater, clock and tan Bedford Cord upholstery. According to the firewall data plate, it originally was painted No. 518 (*Titian Maroon*) with No. 443 trim (*Tan Bedford Cord*). It is owned by Gary Guglielmo in Southern California.

The car was purchased used around 1940 by Gary's uncle, a cartoonist for Warner Brothers Studios. He was drafted into the US Army during World War II and was killed in action.

is now being restored by Specialty Automotive Restorations in Pomona, CA.

The parts to restore the sidemounts were found, but a semi-automatic steering column and transmission linkage are needed to bring it back to its original condition. Does any member have any of these parts they would be willing to sell? If so, contact Jim Thedford at Specialty Automotive. Phone: (909) 865-5957. Thanks.



A WELL DOCUMENTED BUICK

By Harry Logan (#651)-Los Altos, CA

This 1938 Buick Century 4-Door Sedan Model 61

was ordered by Mr. Edwin S. Matteson on April 16, 1938 from Paul Viles Buick in Grass Valley, CA (*Historic Northern California Gold Rush Town*).

Mr. Matteson wanted a Buick because his father had a 1927 model that was very reliable. This photo (top of page 13) was taken May 30, 1927 and shows Mr. Matteson's father with his Buick.

He wanted a Century because he was attracted by its beauty and power. He ordered the car with Botecelli Blue (#519) paint and Tan Mohair upholstery (#410).

Mr. Matteson was a cement contractor and lived at 126 S. School Street in Grass Valley. On April 21, 1938 he "paid in full" for a Century without sidemounts. The car cost \$1520.00, seat covers (installed) \$15.00 (still on the back seat), Center grille guard \$2.95, License and registration fee \$17.77, Guide fog lights (installed) \$11.00, set of chains \$9.50 and 3 % sales tax \$46.75 for a total of \$1622.97.

Mr. Matteson's son David lives in the San Fran-

cisco Bay Area. He provided additional details about the car. The dealer, Paul Viles, personally delivered the car around 5:30 in the afternoon. Mr. Matteson was shaving, so he asked his 17 year old son David to test drive the car. So he was the first one in his family to drive the car.

In 1942, knowing that he was about to be inducted into the military, David borrowed the car and drove with his girl friend through a blinding snowstorm over the Sierra Mountains to Carson City, NV to get married. The windshield wipers could not keep up with the falling snow, so he had to stop often to clean the windshield.



The photo, at the bottom of page 13 with Mrs. David Matteson, was taken in late 1945 before sealed beams and turn signals were added. Note the "dark" steering wheel. The smaller photo, taken in Grass Valley of Ed Matteson and his granddaughter,

shows a blue Buick in the background. Mr. Matteson drove the car until about 1968 when old age forced him to give up driving. He died in 1973. The car was then sold to Chris Van Vliet, a young man who used the car while a student at San Diego State College.

Chris moved to Palm Desert, CA (near Palm Springs) and the car has been there ever since. I learned of the car because Chris saw our Club's Web page and sent me an e-mail message and later some photos of the car.

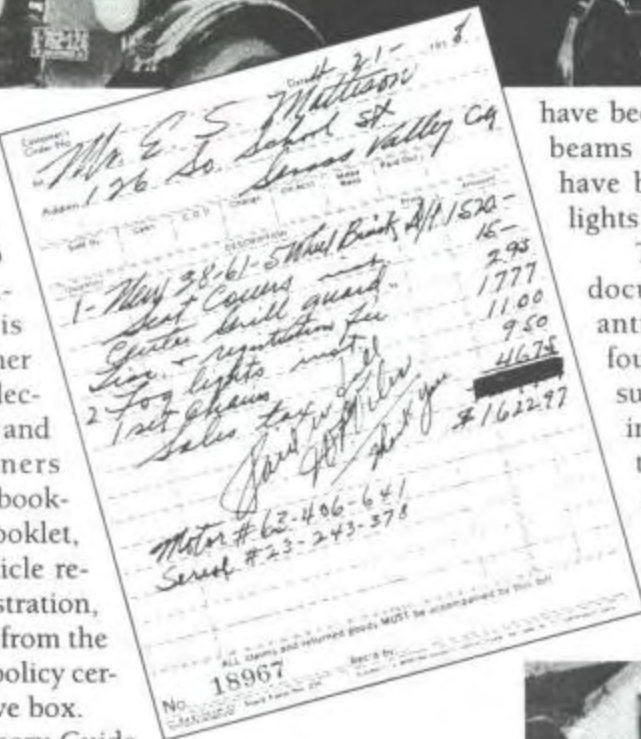
The dashboard has the chevron pattern instead of the more common woodgraining. The original map light cover has

CENTURY with taupe or tan letters matching the instrument cluster.

The car has a later model carburetor, not the original Stromberg AAV-2. The motor is still original and has been serviced but never disassembled or rebuilt.

The car came with a radio and clock but no heater. The cracked mahogany steering wheel is now covered with a leather wrap. The clock's Borg electric clock tag with string and instruction card, owners manual, radio instruction booklet, upholstery cleaning booklet, department of motor vehicle receipt for license and registration, owner identification card from the dealer and owner service policy certificate are still in the glove box.

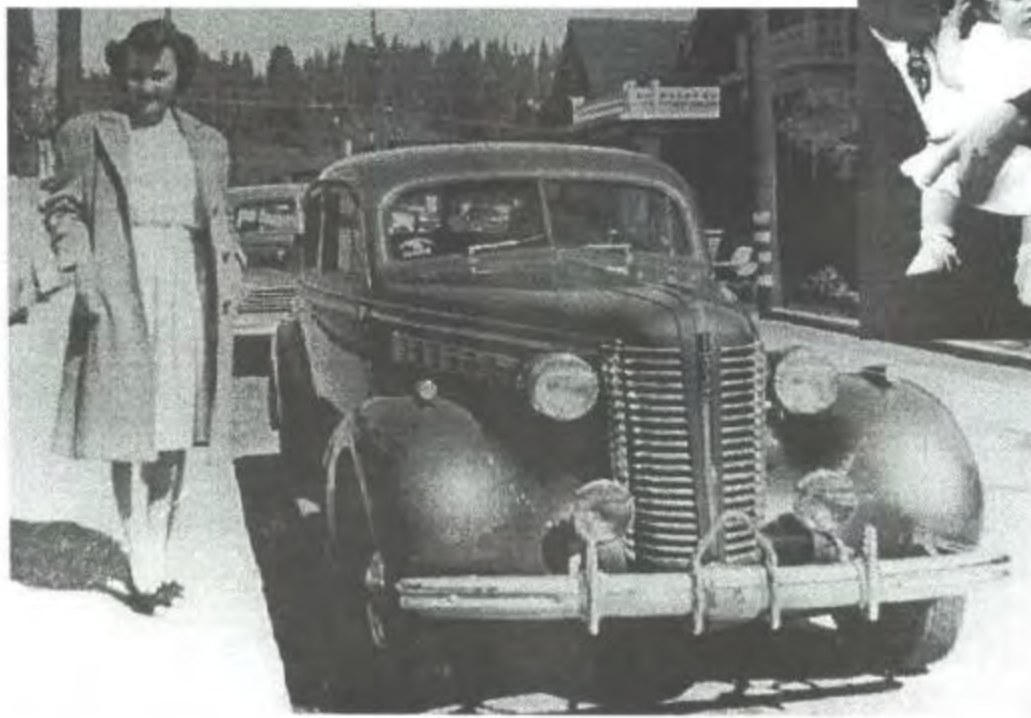
The car has the accessory Guide fog lights, a back-up light, rear center folding bumper guard and front grille guard.

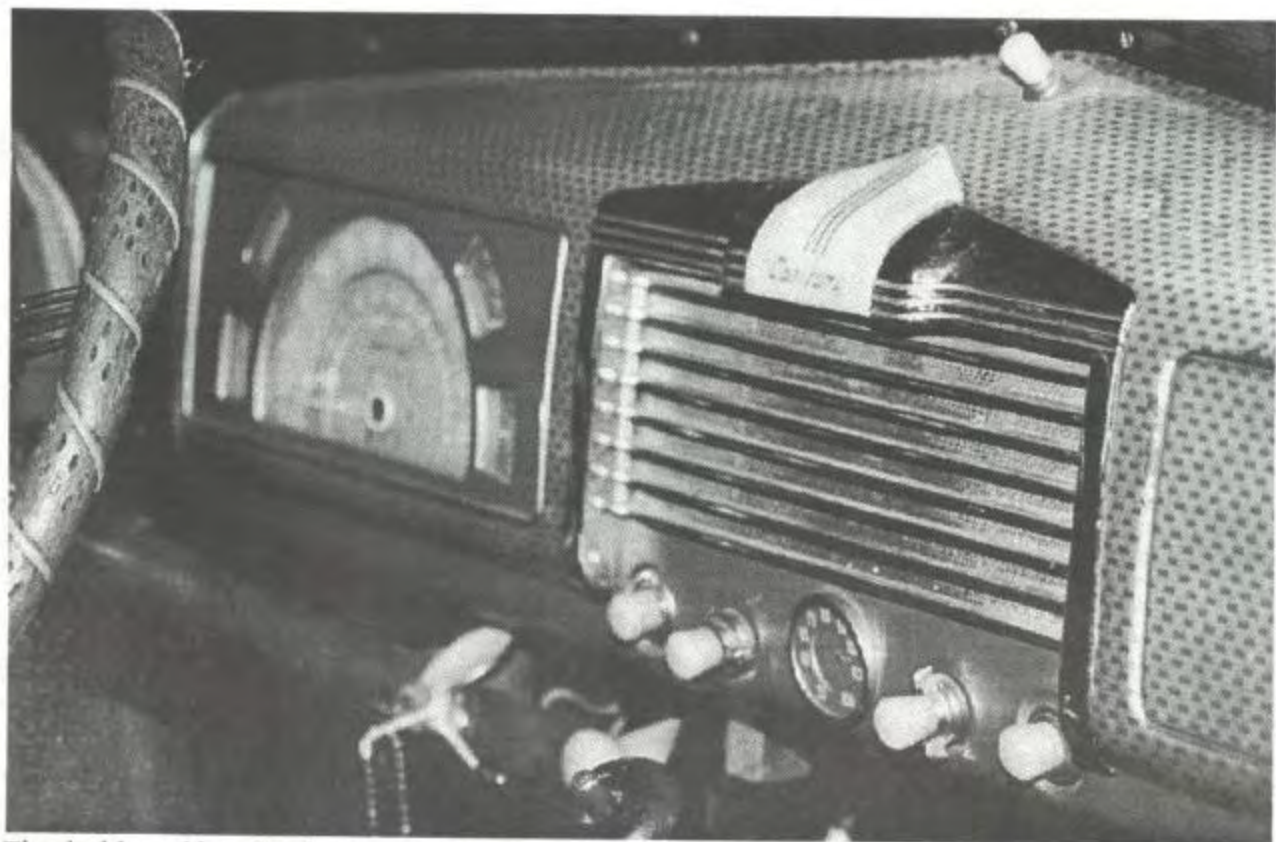


It also has its original tan mohair upholstery, and the original woodgrained window garnish moldings, green jack and lug wrench. The headlights

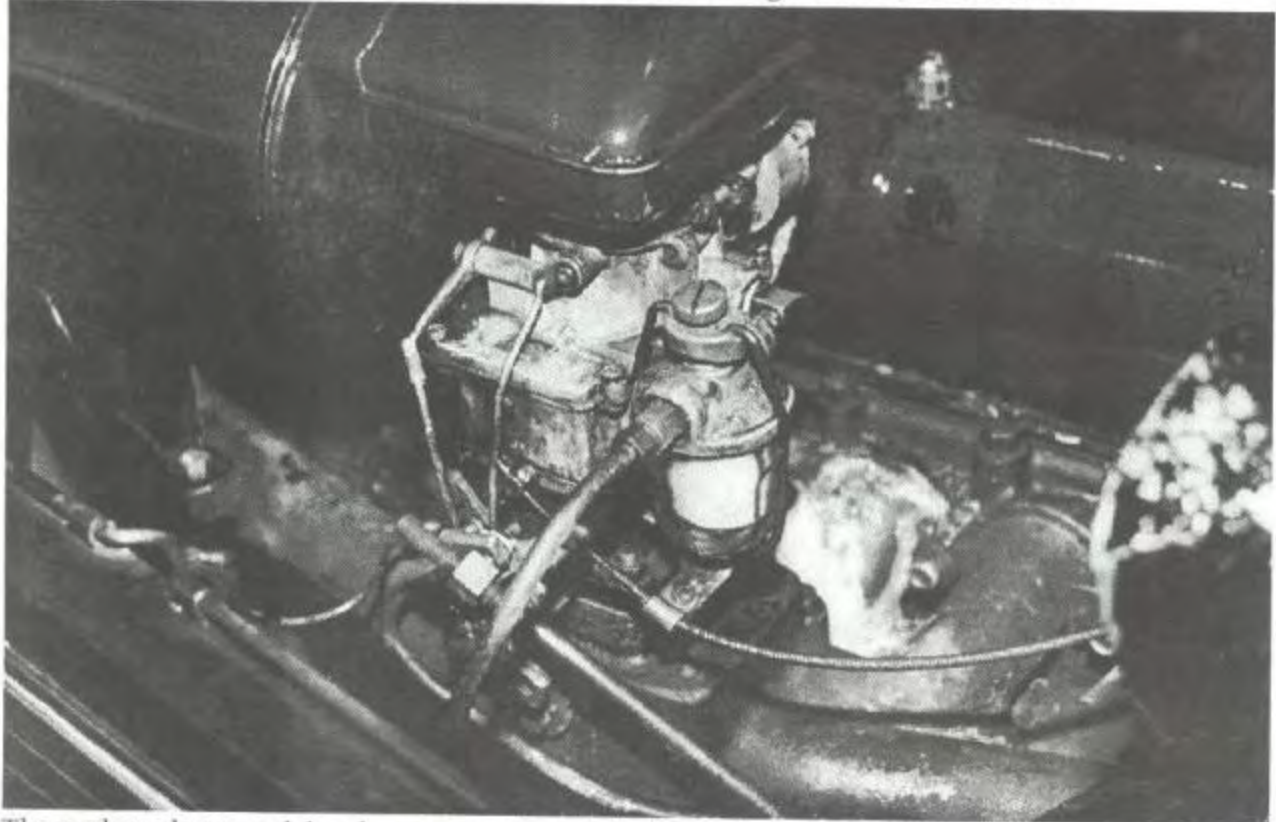
have been converted to sealed beams and turn signals and have been added. Note the lights on the front fenders.

This is one of the most documented and original antique car's I have ever found. It has been a pleasure researching and writing this article. I want to thank the first owner's son David Matteson and the second owner Chris Van Vliet for all their help.

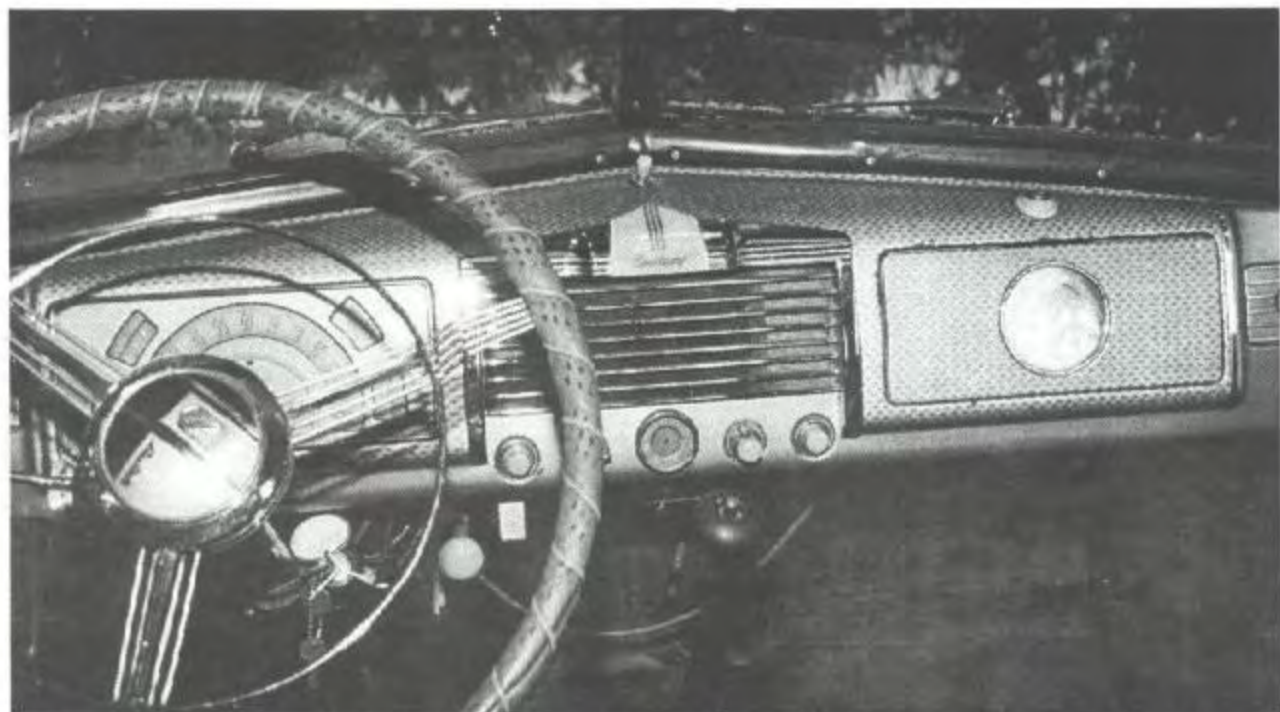




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The car has the accessory Guide fog lights, a back-up light and rear center folding bumper guard (see first photo on page 12) and front grille guard. It also has its original tan mohair upholstery, and woodgrained window garnish moldings, green jack and lug wrench. The headlights have been converted to sealed beams. Note the additional lights in the fenders that were used for turn signals. This car was advertised in the last Torque Tube and now belongs to Dave Tachney (#997) in Minnesota

Old GAS STATIONS

By Clint Preslan (#461) Lakewood, OH



There is much interest among old car people in looking for old gas stations and collecting their equipment. Items that were once thrown away such as old gas pumps, signs, containers are now valuable. It's all part of the nostalgia for the "Vanishing American Roadside."

This vintage gas station is in my neighborhood in Lakewood, Ohio. It's at the intersection of Detroit Avenue and West Clifton Boulevard. It was built around 1928 by the Standard Oil Company of Ohio (Sohio) and designed to

complement the Tudor-style apartments and shops across the street. The station closed its sizable repair facilities in the mid-1970's and became a self-service station. In the early 1990's Sohio was absorbed by British Petroleum and the station was boarded up. It has been for sale since then.

This 1920's station is cream-colored stucco with an orange tile roof. It's located on Lorain Avenue in the West Park area of Cleveland, Ohio. It was out of use when this photo was taken.





And here's what they looked like in their hey-day. This former gas station is now a BMW repair shop in Palo Alto, CA. It's at the corner of Forest and Alma Streets. This two bay station sold Violet Ray brand gasoline and had an auto repair shop on the side and in the back. It was called Heilman's Automotive and was in business from 1929 until 1995.

This photo, below, was taken in the Los Angeles, CA area in the late 1930's. According to the sign, Golden Eagle gas was selling for 15 and 17 cents a gallon while regular Eagle was 12 1/2 cents a gallon! They also sold used tires, Firestone tires, and Willard batteries. There's also a tune up shop, lubrication shop and a car wash.



THE MUSEUM OF *Automotive History*



Walter Miller (#1093), a long time automotive literature collector and dealer has recently opened **The Museum of Automobile History** in downtown Syracuse, NY. The museum is an eye-catching building lined with 20 vintage automobile billboards, some advertising cars no longer made. It is the largest museum anywhere dedicated to memorabilia and art related to the automobile.

This photo, at the bottom of page 19, shows Walter dressed to drive an early automobile. His museum has an estimated ten thousand items reflecting every aspect of car history from 1770 to the 1990's. It evokes the world that the automobile left in its wake, in extensive displays of advertising, posters,

toys, models, design drawings, fine art, folk art and more.

You can wander freely and find items pertaining to your favorite cars. Or, going in the order suggested by the displays, you can take a walk through the Age of the Automobile, starting with a newspaper account of one of the first attempts at automaking in the 1770's, and on through to letters, posters and designers' drawings of the cars of the 1990's.

Keep in mind that there are no actual cars at the museum. While other collections display cars, this museum presents the entire world around the car: its humor, its tragedies, its greatest successes and its failures. It is a time machine of the auto age!



... "this museum
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of the auto age!"

WELCOME TO OUR FIRST *Finnish* MEMBER

New member **Antero Rasmus** (#1301) lives in Kokkola, Finland. He has been the proud owner of this 1937 Special 4-Door Sedan since 1967. He believes the vehicle served in the Finnish army during the Second World War. It is in original condition and fully operational. The frame number is 3114419 and the engine number is 43295955. Both numbers are in the correct range for 1937 Specials.

Future plans include restoration of the paint work and replacement of the worn-out and partially broken steering wheel. During the war the car was converted to run using a carbon monoxide system. This system was installed on the back of the car after the trunk lamp was removed. The lamp was lost and the

car now has a wooden copy. (Sounds like this will be one of the first items Antero looks for in the Torque Tube parts ads).



The middle photo, taken in Finland in 1940, shows what the system might have looked like. The car is a '39 Tanus. The driver

burnt wood to make steam to run the engine. That is the device on the back of the car.



The Finnish army used some American cars during the war. This photo shows Finnish soldiers standing in front of a '38 Dodge, '37 Buick and a camouflaged '39 Chevrolet. The Buick has sidemo-unts, so it is not Antero's car.

ED: Thanks to **Roger Tollefsrud's** (#1200) wife Sadie for translating the captions to the bottom two photos.

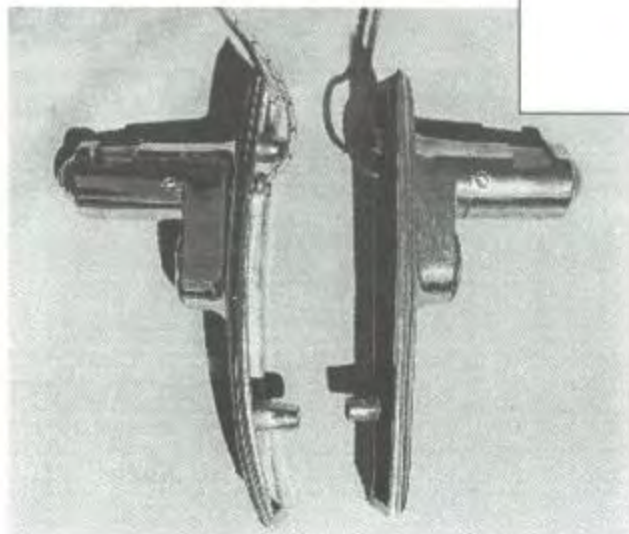
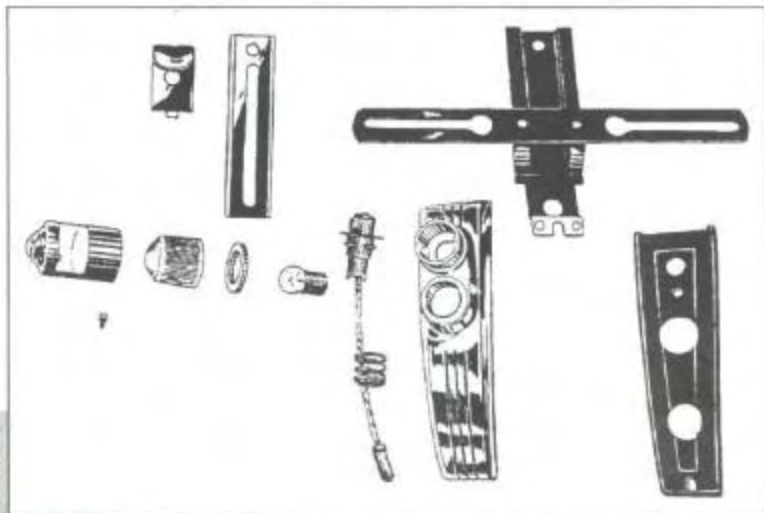


1938 REAR LICENSE PLATE HOLDER & LAMP

Technical
TIPS 
By Harry Logan (#651)

This rear license plate holder and lamp was used on 1938 through 1941 Buicks.

If you're thinking of replacing the one on your 1938, realize that two similar looking lamp bodies were used. The one on the left has a noticeable curve and was used on: 1938-40C-44-46-46C-46S-47-60C-66C-66S-67-80C-87 as well as some 1939 to 1941 models. The trunk designs on these



body styles was more curved as can be seen on the coupe, convertible coupe, convertible sedan and streamline sport sedan.

The lamp body on the right has a straighter configuration and was used on: 1938-41-48-61-68-81-81F-90 as well as some 1939 to 1942 models. The trunk design on the above mentioned styles was straighter as can be seen on the trunk back sedans.

Just remember to take note of this difference when you're thinking of buying a replacement.

COMPARE COMPRESSION READINGS

The engine of my 1938 Century Sedan has just been rebuilt. As a reference for others who are rebuilding their engine, here are my compression readings:

CYLINDER	READING IN PSI
#1	115
#2	120
#3	126
#4	126
#5	120
#6	125
#7	116
#8	113

The 1938 Service Manual states the normal compression range is 111 to 118 psi.



Technical TIPS

By Harry Logan (#651)
Los Altos, CA

SIDEMOUNT COVER RUBBER BUMPERS

There are two rubber channel strips that go on each sidemount face plate and tread cover. (A)

You can buy this rubber (B) as a strip from **Bob's Automobilia** and cut it yourself (the less expensive way) or buy it already cut from Lynn Steele Rubber Co.

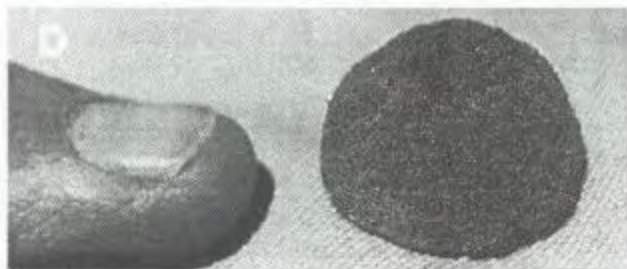
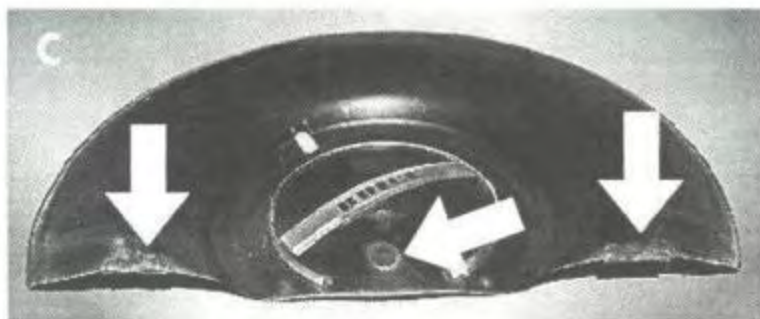
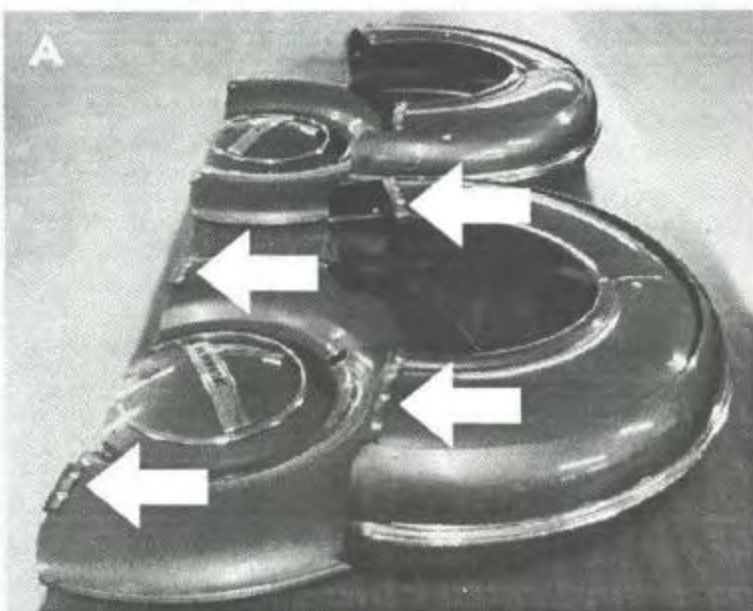
This photo, of an unrestored cover plate (C), still has most if it's two rubber strips and round felt bumpers. The 3" long rubber channel strips are mounted at the bottom of the cover. Mine were riveted on but you could also

use any rubber to metal adhesive.

There is also a 1" diameter felt button riveted to the top of the cover plate (C middle arrow) & (D) with two more on the back side. These could easily be made.

There are two 5" rubber stripes on the back of the tread cover (E). Not on the tread cover itself,

but on the piece that covers the back side of the sidemounted spare tire. There are no rubber strips at the ends of the metal cover over the tire tread area.



HOW BUICK ATTACHED FRONT FENDER WELTING

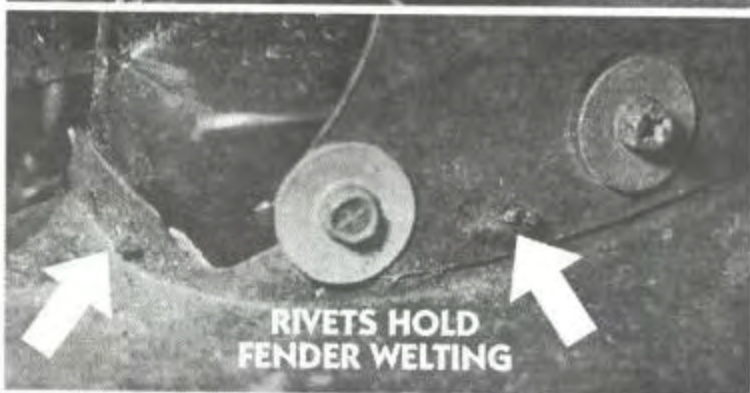
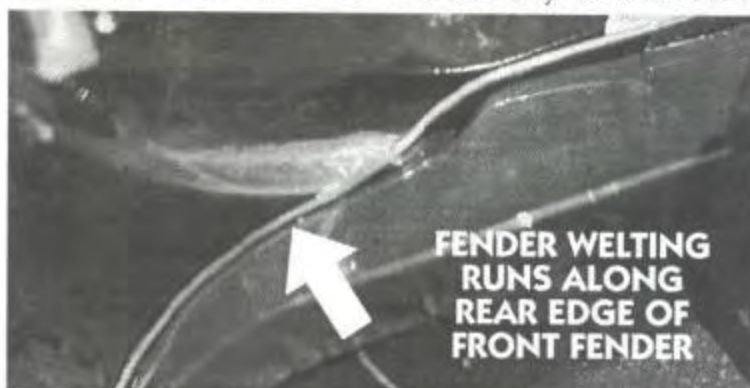
Technical TIPS



By Harry Logan (#651)
Los Altos, CA

Most members know that there should be fender welting around the rear fenders. But some do not know that Buick also put fender welting along the rear of the front fenders. This welting runs from the firewall to the back of the front fender. Fender welting was not used on the front of the fender.

The best way to install the welting is the way the Buick did it back in '37 and '38. After the fender was painted, the welting was riveted to the fenders. You can see the factory rivets in this photo of the inside of the fender. Look at the inside rear of your front fender and you should also see the factory rivets or the holes the rivets were in.



GAS GAUGE TERMINALS

By Harry Logan (#651)



This rear view of a 1937 instrument cluster (also applies to 1938) shows two of the four gauges require electrical connections. They are the **Battery Charge Indicator** and the **Gas Gauge**. The battery charge indicator and one of the two gas gauge terminals have 10-32 threads. The other gas gauge terminal has 8-32 threads.



If you look closely at the gas gauge, you'll see that one of the terminals is slightly smaller in diameter than the other. So be careful to use the right size nuts. I have seen stripped threads because someone assumed both gas gauge terminals used the same size nuts.



Technical TIPS

By Dug Waggoner (#10)
El Cerrito, CA

QUICK FIX FOR THAT VEXING "BUICK BELL"

Driving along the quiet countryside enjoying the beautiful view can be interrupted by a sound that can be down right aggravating. If you haven't experienced this sound you are lucky. It certainly wasn't what nature or Buick had intended.

For the purposes of this technical tip we've chosen the clamor that comes from the parking brake cable that hangs directly below the torque tube. This photo shows the drive line with the rear axle attached but upside down from its normal riding position.



BRACKET
THAT HOLDS
THE PARKING
BRAKE ROD

tom of the torque tube that supports the parking brake rod as it passes through the bracket. The rubber grommet that keeps the rod centered in the bracket deteriorates over time and falls off allowing the rod to bounce and bang against the torque tube creating the "Buick Bell" sound.

A quick fix can be made with a short piece of hose slit lengthwise. Open up this slit and slide the rod inside this hose. Then slide the hose into the hole in the bracket. Just make sure the fit isn't too tight for the parking

There is a small bracket welded to the bot- brake rod but tight enough for the bracket.

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SPECIAL front fenders, non-welled, excellent.....	..\$150. each
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NOS Special U-joint.....	..\$30.
NOS Special steering knuckles.....	..\$25. each
CENTURY sidemount fenders with mounting hardware. Left needs repair.....	..\$600.
ROADMASTER rims.....	..\$50. each
ROADMASTER axles.....	..\$100. pair
ROADMASTER front suspension.....	..call with needs
Master heater, complete.....	..\$75.
Coupe & 2 Dr. Sedan side stainless, complete sets.....	..\$75.
CENTURY brake & clutch pedal assembly.....	..\$35.
Buick 8 clock hole filler.....	..\$20.
Bumper guards.....	..\$20.
Century radiator.....	..\$75.
SPECIAL radiator.....	..\$75.
Rear springs 40 & 60, good condition.....	..\$100. pair
Radio delete plates.....	..\$15.
SMALL & LARGE SERIES throttle linkage.....	..\$25.
BIG SERIES rocker assemblies.....	..\$50.
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Trunk lights, complete.....	..\$50.
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SPECIAL manifold.....	..\$75.
Throttle cable.....	..\$20.
SPECIAL transmission.....	..\$100.
SPECIAL splash pans.....	..\$40. pair
CENTURY hood.....	..\$200.
Headlight switch.....	..\$20.
Radio grilles.....	..\$15.
Wiper motors.....	..\$15.
Trunk hold-up arms.....	..\$20.
Sun visors.....	..\$15.
Bumpers.....	..\$30. each

(continued from page 25)

Bumper arms.....	\$15. each
Horn button.....	\$25.
Steering wheel.....	\$50.
40 & 60 running board brackets.....	\$50. set

• **1938 PARTS:**

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Master and DeLuxe Heaters.....	\$75. each
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SPECIAL fuel pump cores with rebuild kits.....	\$25.
Trunk emblem.....	\$35.
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SPECIAL radiator.....	\$75.
Battery tray.....	\$20.
Generator.....	\$50.
SPECIAL manifold, complete.....	\$75.
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Gas tank door.....	\$10.
Sedan trunk weather strip, new rubber.....	\$25.
Grille, no cracks, minor pitting.....	\$200.
Fender lights.....	\$75. pair
Hood ornament, minor pitting.....	\$35.
CENTURY hood sides and tops.....	\$50. each

• **1937-1938 PARTS:**

SPECIAL rims.....	\$40. each
Coupe Opera seats, complete, excellent.....	\$500. pair
SPECIAL Oil Bath air cleaner.....	\$75.
Auxillary radio speakers.....	\$25.
Horn rings.....	\$75.
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40-60 Series radio hanger brackets.....	\$25. each
40-60 Series trunk hinges.....	\$75. pair
LARGE SERIES air cleaner.....	\$75.
40-60 kingpin sets.....	\$30.
Starter drives.....	\$20.
LARGE SERIES fan belts, new.....	\$15.
Map light switches.....	\$15.

(continued from page 26)

SMALL SERIES spark plug covers.....	\$40.
SPECIAL air cleaner.....	\$50.
Rear fender splash aprons.....	\$15. each
Big Series manifold ends.....	\$50.
16" beauty rings.....	\$10. each
2 Door rear ash trays.....	\$20. pair
Headlight bezels.....	\$20. each
Trunk hinges.....	\$75. pair
SPECIAL oil pump.....	\$35.
Front arm rests.....	\$25. pair
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SPECIAL rear motor mounts.....	\$15.
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Rear shocks, rebuilt, pair.....	\$60.
Heater.....	\$50.
Dash cover w/ash trays.....	\$10.

• **1938 SPECIAL PARTS:**

Gas tank, dented.....	\$10.
Spare plug cover.....	\$5.
Brackets under front fender, right and left.....	\$4.
Bumper brackets, pair.....	\$10.
Overhead rocker assembly.....	\$20.
Headlight w/o lights or reflectors, pair.....	\$20.
Parking lights w/o lenses, need repairing.....	\$10.
Radiator.....	\$40.
16" wheels, repainted red w/silver stripping, have five.....	\$20. each
Emergency brake handle assembly.....	\$10.
Brake shoes w/hardware, two.....	\$10. each
Brake drum, rear.....	\$10.
Painted headlamp bezels w/light brackets, pair.....	\$10.
Radiator bracket, upper.....	\$5.
Transmission support bracket.....	\$4.

(continued from page 27)

Hood hold up brackets, pair.....	\$9.
Horn button.....	\$10.
Radio hole plugs, set....	\$5.
Headlight switch.....	\$15.
Steering wheel, banjo, needs restoring.....	\$15.
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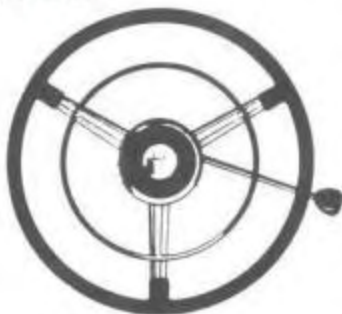
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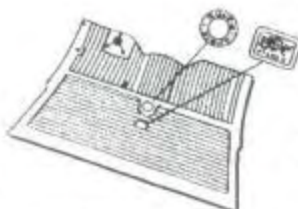
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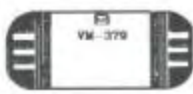
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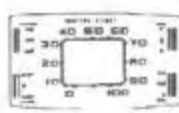
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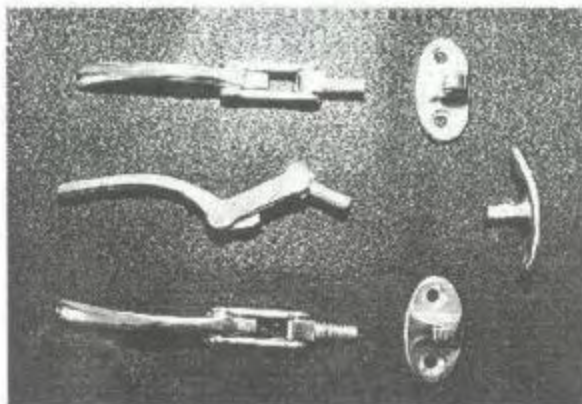


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